

Kessler, Ellen

From: Strength, Stephanie - Washington, DC [Stephanie.Strength@wdc.usda.gov]
Sent: Tuesday, July 28, 2009 11:18 AM
To: Lilley, Bliss; Collins, Carly
Subject: FW: CAPX2020
Attachments: 3475_001.pdf

-----Original Message-----

From: rfuhrmann@integra.net [mailto:rfuhrmann@integra.net]
Sent: Friday, July 24, 2009 10:27 AM
To: scott.ek@state.mn.us; Strength, Stephanie - Washington, DC
Subject: CAPX2020

Please see my attached comments.

Thank you

Roy Fuhrmann
3161 Cass Trail
Webster, MN 55088

I-205-001

This federal scoping process is specific to only the Hampton-Rochester-La Crosse 345-kV project. As such, we have forwarded your comments to the project team dealing with the project with which you have raised concerns.

The Draft Environmental Impact Statement will be available on the RUS website at: <http://www.usda.gov/rus/water/ees/eis.htm>. Comments on the Draft Environmental Impact Statement will be solicited after its publication.

July 23, 2009

Mr. Scott Ek
Office of Energy Security and
Energy Facility Permitting
85 7th Place East
Suite 500
St. Paul, MN 55101-2198

Ms. Stephanie Strength
Environmental Protection Specialist
USDA, Rural Utilities Service
Engineering and Environmental Staff
1400 Independence Ave. SW, Stop 1571
Washington, DC 20250-1571

Re: CAPX2020

Dear Mr. Ek and Ms. Strength:

I have reviewed the proposed alignment options for the CAPX2020 Transmission line and offer the following comments concerning the alignment of Alternative A-RIC-003 in Rice County, Minnesota:

Sky Harbor Airpark is a private residential airpark located on the southwest corner of the intersections of Canby Ave and Rice County 3, one mile east of the city of Webster. The Airpark is home to over 50 based aircraft and 46 homes and has a southeast/northwest runway, Runway 12/30, which is 2,855 feet long.

Minnesota Statute 360.062 Airport Hazard Prevention, states that "an airport hazard endangers the lives and property of users of the airport and of occupants of land in its vicinity". Minnesota Rules, Chapter 8800.1200 Criteria For Determining Air Navigation Obstructions, defines obstructions to air navigation. As defined in Chapter 8800.1200, Subp. 5, B. the Horizontal Surface is an imaginary horizontal plane 150 feet above the established airport elevation and extends in a 5,000 feet arc around the primary surface of the runway.

The proposed Alternate A-RIC-003 alignment is approximately 2,600 feet from Sky Harbor Airpark's Runway 12/30. The transmission line towers are described as being 170 feet tall and therefore they will penetrate the above described Horizontal Surface, be within the 5,000 foot arc from the runway and therefore be considered an Air Navigation Obstruction. Additional analysis needs to be completed to determine if the Alternative A-RIC-003 alignment penetrates any of the Primary Approach Surfaces to Runway 12/30 at Sky Harbor Airpark.

Finally, given the known location of the Airpark any transmission lines located on an approach path or within one mile of an airport should be appropriately lighted and safety balls should be placed on the transmission lines to prevent potential accidents. I ask that you consider the above information as part of your alignment selection process.

I appreciate the opportunity to comment on the proposed CAPX2020 alignment. If you have any questions, please contact me at 612-384-7973.

Sincerely,



Roy Fuhrmann
3161 Cass Trail
Webster, MN 55088